

**FOX VALLEY SPORT AVIATION ASSOCIATION
EAA CHAPTER 579
Aurora, IL**



The Propwash

December, 2015

Next Chapter Meeting

Thursday, December 17
Sugar Grove Firehouse
[Click here for Map](#)

Director's Meeting: 6:30 pm

Business Meeting: 7:30 pm

Program after the Business Meeting



Thanks to Mike Baer for the graphic

2015 Meeting Schedule

All meetings at the Sugar Grove Firehouse unless otherwise notified

[Click here for Map](#)

December 17, 2015**

2016 Meeting Schedule

January 21, 2016

February 25, 2016

March 24, 2016

April 21, 2016

May 26, 2016

June 23, 2016

July 14, 2016 **

August 25, 2016

September 29, 2016

October 27, 2016

November 17, 2016 **

December 15, 2016 **

**Meetings the Third Thursday in July (AirVenture), November (Thanksgiving) and December (Christmas).

2016 Young Eagles® Schedule

Flights will takeoff from and return to the Aurora Municipal Airport. Pilot briefing will be at about 8:30 am.

Begin flying at 9:00 am. Last registration at or before 2:00 pm.

[Click here for Map](#)

May 22, 2016

June 26, 2016

August 28, 2016

September 25, 2016

October 23, 2016



[Young Eagles® 5 Step Plan](#)

2015 Chapter Leadership

Don Horacek, President – donhoracek@att.net

Mike Baer, Vice President – mikebaer150@gmail.com

Larry Shaw, Treasurer – DatecAviation@msn.com

Joe McBride, Secretary – joeemcbride@gmail.com

Mike Bowers, Director – aeromike21@hotmail.com

Bill Cameron, Director – MEC515@sbcglobal.net

Frank Cosentino, Director – frankcos@sbcglobal.net

Tim Green, Director – tim@lsa-midwest.com

Mark Hislop, Director – MHISLOP@aol.com

Dave Smith, Director and Past President – flypa12@comcast.net

Kathy Spano, Director – pkabo2000@yahoo.com

facebook

Please join our Facebook page for additional chapter pictures, postings and updates.

Search EAA Chapter 579, Fox Valley Chapter 579 Sport Aviation Association or [click here](#)

Chapter Website: <http://www.eaa579.org>
(Thanks Mike Baer for your continued work on the web site)

If you have anything of interest to the chapter, please email me at joeemcbride@gmail.com: fun places you have flown to, progress on your special project, an interesting plane you have flown, your favorite flight, good places for the ~~\$100~~ \$200 hamburger. Let us all know about it. Pictures are always welcome. You don't have to have a completed article. If you send me the details, I'll write the article.



Looking Up...by Don Horacek

Hello my fellow 579ers,

Apologies for the mix up at the fire station which resulted in the cancellation of last month's meeting. The alternate booking of the room came as a complete surprise to the Board members who arrived for the 6:30 Board of Directors meeting. The first order of business became the notification of the membership that the room was unavailable and that the meeting of the membership would have to be canceled. Our Facebook page was updated and the Board members tried to call as many members as possible who are in regular attendance. We were able to get through to some before they headed out. But, some found out upon their arrival.

The Board did have a meeting at which Joe McBride was elected Treasurer. Joe will replace Larry Shaw who is stepping down at the end of the year. Joe will continue as Secretary while he performs the duties of Treasurer next year. Congratulations Joe and thank you for taking on the extra responsibilities!

Based on feedback at the event and upon my own observations, our Chapter Family Christmas Party was a great success. All in attendance felt at home thanks to Tim Green opening up his hangar for the event. Being at the airport gave the party a comforting ambiance. Thank you Tim! And congratulations go to the party organizers, Kaye Cosentino, Sandi McBride, Mary Ann Hislop and Director Kathy Spano.

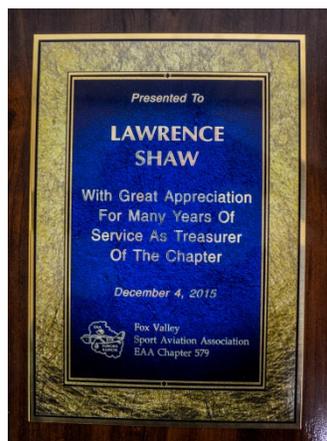
Plenty of excellent food and drinks complimented the laughs and conversation. All had fun with the grab bag raffle. There were lots of good prizes to choose from. Thank you ladies! Special thanks to Sandi and Kathy for food and beverage purchase and preparation, room set-up and shopping for raffle prizes. Talk of doing it again next year began as the party wound down.

Recognition of the Chapter volunteers for the year took place between the meal and the raffle. First up were our Young Eagle volunteers. Through their hard work we flew about 275 Young Eagles this year, which puts our overall total within 100 of 17,000!

Chapter service award certificates were presented to Beverly Voss, our Young Eagles Coordinator, and Mike Bowers, our Ground Safety Coordinator. Next, certificates were distributed to the Young Eagle pilots. Certificates were then handed out to the Young Eagle ground personnel who staff the trailer and the ramp. Thank you to all who helped make the program a

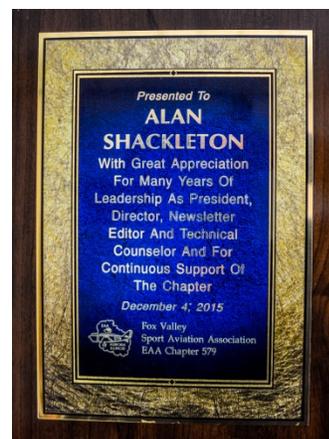
success this year. And thank you to the Tower for all of their work during our Young Eagle events!

Service award certificates were next distributed to Dick Low, our Flight Advisor, and Todd Ashcraft, our Technical Counselor. This was followed by presentation of service award certificates to the members of the Board of Directors, Mike Baer, Mike Bowers, Bill Cameron, Frank Cosentino, Tim Green, Mark Hislop, Don Horacek, Dave Smith, and Kathy Spano. The officers of the chapter were then recognized and received service award certificates: Larry Shaw - Treasurer, Joe McBride - Secretary, Mike Baer - Vice President, and Don Horacek - President.



The awards ceremony closed with the presentation of two service recognition plaques and the naming of the 2015 Rex Victor Volunteer of the Year award. The first service recognition plaque went to Larry Shaw for his many years of service as the chapter Treasurer. Larry has served as Treasurer since 1999.

The next service recognition plaque went to Alan Shackleton for his many years of service as President, Director, Newsletter Editor and Technical Counselor and for his continuous support of the chapter.



And finally, I named Mark Hislop the 2015 Rex Victor Volunteer of the Year for his leadership in youth education through the founding of Aviation Exploring Post 579 and active participation in the Young Eagles program.



In all aspects, the party was a complete success. It was the cherry on the cake of 2015. Thanks to everyone who contributed to making it so. And thanks to all who were recognized for their contributions and support to the chapter!

Unfinished business from last month's meeting of the membership is the vote on the adoption of the proposed By-Laws. An up down vote will be taken at this week's meeting of the membership. Proxy votes on record will be added to the vote count at the meeting. The outcome at the meeting will be final.

There is still time to get involved with our chapter's program for offering the Aviation Merit Badge to local scout groups. Please contact me if you would like to join the effort in some way.

And, it's that time of the year again. Dues are due January 1 and can be paid at the meeting or by mail to Larry (if sent this month) or to Joe.

Happy Holidays and see you at the meeting Thursday,

Don

Minutes of November 19 Chapter Meeting

Due to a scheduling error at the Fire House, when the Directors arrived for the 6:30 PM Board of Directors meeting the big meeting room was fully occupied. After considering several alternates it was decided to cancel the meeting. The Board of Directors met in another room.

Submitted by: Joe McBride, Secretary

Update on 3rd Class Medical and PBOR2

The Senate Bill, complete as reported last month, was passed through Committee. It now needs to be brought to the Senate floor and a similar Bill needs to be passed by the House and presented to the President for signature.

There is a still a long way to go, but this is as close as we have ever been.

2016 Dates

The front page of this newsletter shows the 2016 dates for Chapter Meetings and Young Eagles Rallies. Please mark your calendar.

Finally...

"Finally, it happened to me". The words of the CeCe Peniston pop song sounded in my head as I slowly pulled the prop through, front plugs out, and felt with my left hand for piston movement in the air compressor. No movement; bummer. I have never had a sheared coupling in 20 years, this was a first and it sheared due to no fault of my own...No wait, the FAA says the pilot is *always* to blame. I should have anticipated those wake vortices.

Yes, a wake from one of them big smokers I never saw as I passed between cloud layers just east of Springfield, Illinois, while re-positioning for the AirVenture Cup race.

This was to be my second AirVenture Cup race in the Nanchang, hoping to better my speed which did not look good on paper because everyone had a headwind for 400 NM. Back in 2013 I ran the race, truing out at 200 mph but into headwinds that lowered my average to 187 mph. I burned 23.5 gph during that race. With 40 gallons in the mains you can see I would not get far without a fuel stop. Since I also carried another 14 gallons in a removable aux tank, I had the margin I needed to make a fuel stop. My power setting was at recommended max cruise, far from the 180 KTAS I experienced in the Sun 60, burning 38 gph at full power. This is with a 620 cubic inch, 9 cylinder M-14P. I can go fast and I can go far; but I can't go Fast and Far.

This year's start was supposed to be at Mt. Vernon, IL where I had been prepping for a day and a half in a hanger, putting in fresh spark plugs, applying race tape to seams, installing my nose strut fairing, ram air box and flow fences aft on the cowl.

Sunday morning before AirVenture 2015; NEXRAD showed a line of weather between the start and the first turn, some 212 NM north. A couple of guys flew up through it just to see what was there and it didn't seem that bad but race organizers were reluctant to launch 75 airplanes through weather in a race. So, the plan was to reposition on our own to Northwest Illinois at KSQI, Whiteside County. We were to refuel there and then launch for Wausau with a turn at Waupaca. After lunch, we would hop down to KOSH where pre-arranged parking was waiting.

Economy cruising along at 150 knots in smooth air between layers at about 3300 MSL and around the occasional cell seemed easy enough. Just as I passed east of Springfield, the Illinois Capital, hands off the stick folding maps; suddenly, the Nanchang pitched up sharply to about 70 degrees, danced around a bit in a wing rock and then I was slammed straight down. The maps flew up and I grabbed the stick recovering before speed built up in the dive. Then it was over just as sudden as it started.

Encountering wake turbulence from warbirds is common in formation and airshow flying. I had my share of lock-to-lock control inputs while trying to remain upright and in formation position. Memorable moments include flying Stinger in my CJ-6 behind six T-6's, another time trailing an A-26 in a strafe pattern. Those counter-rotating R-2800's demand considerable respect. But this encounter was different. A whole new "finally, it happened to me".

Even though I was one of the first to depart Mt. Vernon, when I tuned to KSQI CTAF I could hear inbound traffic from the real speedsters, About 60 airplanes decided to reposition and there is only one self-serve fuel pump at SQI.

Up came the power and speed with my head on a swivel. Somehow I was only about 25 airplanes back in the conga line at the pump. During shutdown I noticed low air pressure but elected to address it when fueled. When it came time to start, I flipped switches on...NADA, no juice. A quick check with my meter on the battery showed a full charge so I suspected a bad master solenoid.

Lucky for me, one of the chase planes had an empty seat so I got on board for the trip to Wausau and then to OSH. The FBO promised to hanger my airplane for the week and so I left. It was a good week and I did get to fly one warbird show in a buddies' airplane. Next Sunday, One of my CJ-6 pals hopped my luggage down to DuPage ahead of me as he is a captain on the Collings B-24 and the Foundation had their road show going on there. I mooched a ride in a Thorp S-18 from a Lakeland Florida buddy down to DuPage where my wife, Debbie, collected me. She "summers" in an Aurora condo nearby. She also transported me back and forth for a 60 mile one-way commute to SQI the following week for 4 days.

Starting with the missing battery power, I pulled off the rubber boot covering the positive terminal on the 24V battery. What I found was that the G-force of hitting the wake snapped the battery lug. About 8 inches of battery wire was unsupported from the terminal. Problem solved. That's when I looked in to the low pressure issue and discovered the broken shear pins on the air compressor. My theory is that the sudden reversal of air through the big paddle blade prop sheared the pins; there are two of them on the drive coupler.

It was bad getting the compressor back on. It is a miserable design and worse job to repair. This is one of the hardest jobs to perform on a mounted engine due to difficulty in getting to the nuts that hold it on the engine. I carried all my special tools I thought I needed for my annual "commute" to Oshkosh. All, except the one I needed. Another member of our RedStar community is based at Moline, so we drove out there to borrow the special tool and a scuba bottle of air. Everything on these airplanes requires high pressure air: starter, gear, brakes, and flap. In addition to the tool, I also had to buy two 10 mm wrenches just to bend and grind down to get the job

done. My heartfelt thanks to M&M Aviation out there, they are good people and let me use their shop.

Once buttoned up and charged with air: the engine fired up like nothing had happened. The ride back to Lakeland took about 6-1/2 hours. So much for this year's AirVenture trip. I did get to view Oshkosh from a perspective unique to me, flying the Ripon Arrival in a Mooney Ovation, clearly marked by vectors on the PFD, MFD, and I-Pad with teardrop entry turn. We saw lots of scary traffic close by, with several pilots working real hard to ignore the controller's instructions. Made me appreciate the Warbird Arrival I'm used to. To return the favor for the ride, I got the Mooney owner into the Warbird mass arrival as a back-seater; thrilled the guy. To return the favor for the back seat, I ended up riding with the warbird owner in an ambulance to an Oshkosh Emergency Room. Then, that's another story, but all ended well.

By Craig Payne

Chapter 579 Florida Ambassador-at-Large



Fox Valley Sport Aviation Association
EAA Chapter 579
Membership Application or Renewal - 2016

Name _____ Date _____

Address _____

City _____ State _____ Zip _____

Phone _____ Fax _____

E-mail _____ EAA# _____

_____ New _____ Renewal Spouse's Name _____

Annual Membership = \$20.00
Checks made payable to EAA Chapter 579

Please mail this application and your check to our treasurer:

Joe McBride
422 Arboretum Way
Oswego, IL 60543

Chapter Membership Renewals for 2016 are now being taken.